

**§ 179.400–19 Valves and gages.**

(a) *Valves.* Manually operated shut-off valves and control valves must be provided wherever needed for control of vapor phase pressure, vapor phase venting, liquid transfer and liquid flow rates. All valves must be made from approved materials compatible with the lading and having satisfactory properties at the lading temperature.

(1) Liquid control valves must be of extended stem design.

(2) Packing, if used, must be satisfactory for use in contact with the lading and of approved materials that will effectively seal the valve stem without causing difficulty of operation.

(3) Each control valve and shut-off valve must be readily operable. These valves must be mounted so that their operation will not transmit excessive forces to the piping system.

(b) *Gages.* Gages, except portable units, must be securely mounted within suitable protective housings. A liquid level gage and a vapor phase pressure gage must be provided as follows:

(1) *Liquid level gage.* (i) A gage of approved design to indicate the quantity of liquefied lading within the inner tank, mounted where it will be readily visible to an operator during transfer operations or storage, or a portable gage with a readily accessible connection, or

(ii) A fixed length dip tube, with a manually operated shut-off valve located as close as practicable to the outer jacket. The dip tube must indicate the maximum liquid level for the allowable filling density. The inner end of the dip tube must be located on the longitudinal centerline of the inner tank and within four feet of the transverse centerline of the inner tank.

(2) *Vapor phase pressure gage.* A vapor phase pressure gage of approved design, with a manually operated shut-off valve located as close as practicable to the outer jacket. The gage must indicate the vapor pressure within the inner tank and must be mounted where it will be readily visible to an operator. An additional fitting for use of a test gage must be provided.

**§ 179.400–20 Pressure relief devices.**

(a) The tank must be provided with pressure relief devices for the protec-

tion of the tank assembly and piping system. The discharge from these devices must be directed away from operating personnel, principal load bearing members of the outer jacket, car structure, trucks and safety appliances. Vent or weep holes in pressure relief devices are prohibited. All main pressure relief devices must discharge to the outside of the protective housings in which they are located, except that this requirement does not apply to pressure relief valves installed to protect isolated sections of lines between the final valve and end closure.

(b) *Materials.* Materials used in pressure relief devices must be suitable for use at the temperature of the lading and otherwise compatible with the lading in both the liquid and vapor phases.

(c) *Inner tank.* Pressure relief devices for the inner tank must be attached to vapor phase piping and mounted so as to remain at ambient temperature prior to operation. The inner tank must be equipped with one or more pressure relief valves and one or more safety vents (except as noted in paragraph (c)(3)(iv) of this section), and installed without an intervening shut-off valve (except as noted in paragraph (c)(3)(iii) of this section). Additional requirements are as follows:

(1) *Safety vent.* The safety vent shall function at the pressure specified in § 179.401–1. The safety vent must be flow rated in accordance with the applicable provisions of AAR Specifications for Tank Cars, appendix A (IBR, see § 171.7 of this subchapter), and provide sufficient capacity to meet the requirements of AAR Specifications for Tank Cars, appendix A, A8.07(a).

(2) *Pressure relief valve.* The pressure relief valve must:

(i) be set to start-to-discharge at the pressure specified in § 179.401–1, and

(ii) meet the requirements of AAR Specifications for Tank Cars, appendix A, A8.07(b).

(3) *Installation of safety vent and pressure relief valve—(i) Inlet piping.* (A) The opening through all piping and fittings between the inner tank and its pressure relief devices must have a cross-sectional area at least equal to that of the pressure relief device inlet, and the flow characteristics of this upstream system must be such that the pressure